91. (New) An internal combustion engine in accordance with claim 90, wherein said crank chamber and said oil reservoir are separated from each other by a partition wall, and said communicating channel having said flow resistance is a small hole formed in said partition wall.

Remarks

Claims 90-91 have been added, and claims 1-91 are pending in this application. Claims 90-91 are copied from claims 1-2 respectively of pending U.S. Patent Application No. 09/865,544 having Publication No. US2001/0045199 A1. Applicants have herewith filed a request for interference proposing two counts relating to these claims.

New claims 90-91 are supported at various places in the present application, including, but not limited to: page 3, lines 12-19; page 15, lines 4-12; page 21, line 26 – page 23, line 31, and Figs. 1, 8, 8A, 13, 23, 24 and 28.

The present application is a national phase application under 35 USC §371 of PCT Application No. PCT/US00/00841 filed on January 13, 2000, which claims the benefit of U.S. Provisional Application No. 60/117,215, filed January 25, 1999, which also supports the new claims 90-91.

The following tables outline where support for each element of claims 90-91 is found in the present application, and in U.S. Provisional Application No. 60/117,215, which provides the earliest filing date for the present application.

Claim 90	Present Application	Provisional Application
An internal combustion engine, comprising:	Page 12, lines 20-21. Fig. 1, #20.	Page 9, lines 29-31. Fig. 1, #20.
a crankshaft;	Page 14, lines 2-3. Fig. 1, #80.	Page 11, line 29. Fig. 1, #80.
a crank chamber accommodating said crankshaft;	Page 14, lines 13-16 Fig. 1, #124.	Page 12, line 11. Fig. 1, #124.
an oil reservoir arranged adjacent to said crank chamber and containing engine oil; and	Page 14, lines 13-16. Fig. 1, #126.	Page 12, line 11. Fig. 1, #126.
a communicating channel having a flow resistance between said crank chamber and said oil reservoir;	Page 14, lines 13-16. Page 15, lines 4-12. Figs. 1 and 13, #118, #120 and #122.	Page 12, lines 8-13. Page 13, lines 8-22 Figs. 1 and 13, #118, #120 and #122.
wherein said crank chamber and said oil reservoir are in communication with each other by way of said communicating channel,	Page 15, lines 29-31. Figs. 1 and 13, #118, #120, #122, #124 and #126.	Page 14, lines 12-15. Figs. 1 and 13, #118, #120, #122, #124 and #126.
so that said flow resistance in said communicating channel causes a pressure in said oil reservoir to change with a delay with respect to a change of a pressure in said crank chamber,	Inherent in holes page 15, line 7.	Inherent in holes page 13, line 14.
a pressure difference between said crank chamber and said oil reservoir causing a fluid flow through said communicating channel between said crank chamber and said oil reservoir.	Page 15, lines 29-31. Page 23, lines 2-4 and 22-26.	Page 14, lines 12-15. Page 24, lines 18-21. Page 25, lines 14-20.

Claim 91	Present Application	Provisional Application
An internal combustion engine in accordance with claim 90,	See table above for claim 90.	See table above for claim 90.
wherein said crank chamber and said oil reservoir are separated from each other by a partition wall, and	Page 14, lines 13-14. Figs. 1 and 13, #118, #120, #122, #124 and #126.	Page 12, lines 8-11. Figs. 1 and 13, #118, #120, #122, #124 and #126.
said communicating channel having said flow resistance is a small hole formed in said partition wall.	Inherent in holes page 15, line 7.	Inherent in holes page 13, line 14.

The undersigned attorney is available for telephone consultation.

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